

## Panama City Pilot

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PANAMA CITY, FLA., SEPT. 17, 1908.

### Kehoe-Mays Brawl.

The PILOT uses the word "brawl" advisedly as most fitting the condition of the contest at the present time in this Congressional District over the nomination of a Representative.

Judge Malone's mandate that the Committee reconvene and return Mr Mays as the lawful candidate did not strike Chairman D'Alemberte of the District Committee favorably, and deeming that his powers in the case were at least co-equal with Judge Malones', failed to appear at Tallahassee as ordered by the Judge.

As he held all of the original returns, and had stated he would not attend, Mr Kehoe's side swore out a writ of injunction before Judge Wolfe restraining the committee from canvassing any other than the original returns, or to return to the Secretary of State any other than Mr Kehoe's name as the nominee.

This writ was served upon all of the committee who assembled at Tallahassee, but they paid no attention to the mandate of Judge Wolfe's court, but went ahead under the mandate of Judge Malone's court, and by a majority vote declared Mr Mays the nominee.

During the session of the committee there was considerable talk of "slapping the chairmans mouth" &c., conditions quite befitting a gathering of the untutored in the old time Tweed days, and a total disregard of the law as declared by Judge Wolfe.

Undoubtedly the Secretary of State will now be enjoined from putting Mays name on the ballot, and possibly before election every voter may be enjoined by one side or the other from voting at all.

As a prominent democratic official said a day or so ago it would be quite the proper thing for the next Democratic State Convention to add a plank to its platform relative to this governing by mandamus and injunction. To all of which the PILOT responds Amen.

### General Apathy.

The indifference of the masses reflected in the public press over the presidential election, which is now less than seven weeks away, is becoming the subject of comment by the leaders of the great political parties, business men, and others.

This political tranquility in a presidential year is such an unknown quantity that it jars on the nerves of the candidates, and even Harriman anxiously enquires as to the wherefore of it.

The front pages of the great metropolitan dailies, barometers of what is uppermost in the public mind, are still without scare heads relative to political movements of politicians, and are filled with the usual list of exciting crimes and disasters.

Why this apathy? Taft and his managers noting it have decided to tour several states; Bryan is already doing yeoman work; Debs with his "red" special is striving to create a sensation; Graves, Chaffin and the remainder of the presidential candidates are up and at it, but the public seem to be tired.

Possibly the panic which struck home to every individual has furnished all the excitement that one requires in a twelve month, and left no surplus assimilating powers for politics. More thinking has been done by the masses in late years than ever before; more reading and silent analysis of statements; and though the voters will cast the usual number of votes they will not do much hurrahing. It would seem that the shouting mostly took place when the candidates were nominated, and it was done then by the professional politicians.

### September Hurricanes.

At noon on Friday last the Signal Service sent out a warning of the beginning of a tropical hurricane in the region of the West Indies. It was then at and about Turks Island, and traveling northwestwardly, and had already reached a very destructive power as was evidenced by the damage done at Turks Island on that day.

This is the first of these tropical storms of which the Weather Bureau has given notice this Fall. They invariably originate in the Caribbean sea, caused by excessive heating of the surface at the originating point, resulting in the cooler air rushing in from all sides, producing cyclonic conditions.

These storms then start on a west-northwest course at a speed averaging about 500 miles each 24 hours, though this varies, and with a rotary motion which results in winds from 50 to 200 miles per hour.

At their inception the vortex or eddy is small, possibly but a few miles across. As they progress the area of low barometer accompanying the storm widens, and is often from 300 to 500 miles in diameter.

Sooner or later they turn north, and then eastwardly, being parabolic in their progress. The so called Galveston storm was first located on September 1st, 1900, in the Caribbean sea south of Porto Rico. By the 6th it had reached a point off the south west coast of Florida. It reached its climax at Galveston on the evening of the 8th. Soon after it turned to the north and east passing out of the St Lawrence valley on the 12th.

The course of that storm is not fairly illustrative of the majority of them, as but few ever reach a point so far in the west Gulf before turning to the north east. Many never touch the Florida peninsula at all but near the Bahama islands turn north, and north east, causing the terrific gales that are often met with at this season of the year off the Atlantic coast.

Prof Garriott, an eminent writer upon this subject says:

"All portions of the West Indies are subject to hurricane visitations in September. The hurricanes of this month are, however, somewhat more frequent in an area which embraces Santo Domingo, Haiti, and eastern and central Cuba, where they average about one in three years. The smaller diameter of the vortex of a hurricane renders it improbable that any locality in the area referred to will experience a hurricane oftener than about once in fifteen years. The hurricanes of September sometimes recur north and northeast along the Atlantic coast of the United States and disappear over the Atlantic east of Newfoundland, and others pass west over the Gulf of Mexico."

\* In the United States the most important storm of September advance from the West Indies and the Gulf of Mexico to the Atlantic and Gulf coasts. Storms of this class commonly possess great strength and on an average of about one in two years they are destructive to shipping and coast industries."

The warnings now sent out by the Weather Bureau render it possible to care for the shipping, and but few boats are caught out on the Gulf in one of these hurricanes. These warnings also permit of much being done to save property along the shores of the Gulf. With the completion of the telegraph to this point the Signal Service will have warning signals displayed on the G. C. D. Co's dock. It is to be hoped that the railway company, will, in the interest of our sea faring population, at once complete the telegraph line and put in instruments, so that storm warnings for these Fall storms may be displayed here.

At this season of the year many timid people look upon all stormy weather with alarm, which is increased by the prognostications of almanac sharps, and the many others who live upon the superstitions of the human race. Owing to its being the time for September gales many looked upon the stormy weather of last week with fear, thinking it was the forerunner of a tropical hurricane, whereas the barometer was steadily rising with cooler weather and northerly winds. Had there been a hurricane approaching the barometer would have fallen with a northeast wind, and it would not have been cool. A little study of these conditions would result in a better understanding of when to look for hurricanes, and produce less fear about weather conditions.

As interesting in connection with this subject we append an account of the first hurricane in this section of which there is any record. On the 11th of June, 1559, almost 350 years

ago, the Spaniards sent a colony from Vera Cruz, Mexico, for the purpose of establishing a post on the north-east Gulf coast. The force consisted of 1500 soldiers and settlers, with a large fleet of vessels, and supplies and ammunition sufficient for a whole year. The whole was under the command of Don Tristan de Luna y Arrellano. Their destination was a bay called after the pilot Miruelo, and possibly may have been St Andrews Bay, as Miruelo describes the bay which was given his name "as bordered by palm trees at its entrance," and no bay on the north east gulf coast ever had palm trees growing at its entrance except St Andrews bay. They arrived at their destination some time the latter part of August, but before deLuna had unloaded his vessels they were struck during the night of September 19th by a terrible hurricane. It is stated that it "lasted twenty four hours, destroying five ships, a galleon, and a bark, and carrying one caravel and its cargo into a grove some distance on land. Many of the people perished and most of the stores intended for the maintenance of the colony were ruined or lost."

This was undoubtedly such a hurricane as has at different times since visited these shores. The destruction of deLuna's stores and fleet may have changed the entire future settlement and development of this Bay, for it is possible had the Spanish then succeeded in planting their colony here, it would have become the main settlement on the north Gulf coast and thrived accordingly.

### Harbor Improvement.

We trust that our readers who are particularly interested in the opening of this harbor, and the improvement of our Bay waterways, will not let a week pass without having done something to forward the work in hand.

Just now the attention of business organizations in the inland should be turned to the necessity of promptly furnishing the engineer in charge with all the facts obtainable as to the amount of tonnage, and character thereof, that will pass through this port when the improvements are completed.

The Dothan Commercial Club is working along these lines, as well as trying to interest other like bodies, in the territory tributary to this port, and we trust their efforts may be crowned with the success that they and the project are deserving of. The whole lower South is vitally interested in this improvement.

Good interest is being manifested in the subject of the East Bay canal, thanks to Miss Carlisle's timely articles upon the subject, and it only requires active and energetic initiative work to see that project launched.

### General News.

A case of yellow fever has been found in Havana.

J. J. Jones, a negro preacher, was assassinated near Ponce DeLeon on Sunday evening.

If there be a fish and game warden in this section of the county he must be sleeping the sleep of the seven sleepers.

About 50,000 pounds of mackerel were brought to Pensacola on Monday. East pass fishermen brought in the most of them.

The forest fires in the iron range of Minnesota are still causing great damage. There has already been millions lost by fire also several lives.

The election in Maine Monday resulted in the usual Republican victory. The liquor question was the main issue and the prohibition element won out.

### Business Conditions.

Bradstreets report for this week says:

The advance of the fall season and the notable enlargement of the movement of cereals and cottons to market at good prices have made for a further moderate expansion in jobbing and retail trade and collections. This is especially marked at western, Pacific coast, and southern centers. Industries, too, have shown some improvement, notable in this respect being coal and lumber interests. There is an increase also reported in blast furnace capacity, and there is more doing at the paper mills. In the textile trades little change is noted, and while the fall demand for dry goods, millinery, and kindred lines has improved, the consensus of reports is that buying is frequent rather than heavy, and conservatism rules purchasing.

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SCHEDULE TAKING EFFECT JULY 19th, 1908.

No. 1.	No. 2.
11:40 a. m. Lv. Dothan.	10:00 p. m. Ar.
12:10 p. m. " Hodgesville.	9:30 " "
12:35 " Campbellton.	9:00 " "
1:10 " Cottondale.	8:30 " "
1:35 " Alford.	8:00 " "
1:45 " Round Lake.	7:50 Dr.
1:55 " Compass Lake.	7:15 " "
2:30 " Fountain.	6:40 " "
3:00 " Youngstown.	6:10 " "
4:10 p. m. Ar. Panama City.	5:00 p. m. Dp.

Trains Nos 1 and 2 run daily. Connections made at Dothan with Atlantic Coast Line, and Central of Georgia. At Cottondale with L. & N. R. R. At Panama City on Tuesday and Wednesday with steamers for Apalachicola and Carrabelle. On Thursday and Friday with steamers for Pensacola and Mobile; and daily with launches for Millville, St Andrews, Southport, and all point on St Andrews Bay.

G. H. PURVIS, Traffic Manager. S. Supper, P. J. DOMER, Superintendent.

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